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CLASSIFICATION <u>CONFIDENTIAL</u>		
COUNTRY <u>Czechoslovakia</u>	REPORT	
TOPIC <u>Military Airfield Near Zatec</u>		
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED <u>30 March 1955</u>	25X1
REFERENCES		
PAGE <u>4</u>	ENCLOSURES (NO. & TYPE) <u>1 - sketch with legend on ditto</u>	25X1
REMARKS		
This is UNEVALUATED Information		
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1. The military airfield, located about 4 km. north of Zatec (50 19 N/ 13 32 E), was bordered by the Chomutov (50 27 N/13 25 E) - Louny (50 21 N/13 48 E) road to the north, the Zatec-Brumov (host) (50 21 N/ 13 38 E) road to the west, and the Stankovice (50 21 N/ 13 34 E) Bitozeves (50 22 N/13 38 E) (Bittosess) road to the southeast. It extended to the south to about 100 meters from the Hutna Brook. A barbed wire fence about 2 meters high ran along the northern side of the field and a portion of the southeastern side. No other fences were seen. Warning plates about 50 meters apart and bearing the red inscription in Czech "Military area, off limits, stop on request" on a white background were posted around the installations. Parking was prohibited on the roads passing along the field, which were permanently controlled by double sentries. Parts of the road along the southeastern field border were slightly deeper than the level of the field. Later on, the view from the Louny-Chomutov road was also obstructed by trees and bushes planted along the northern field border, which was about 5 km. long, and south of this road. The airfield had been destroyed during World War II and reconstruction did not start until 1950. Construction was still under way in July 1954.
2. The landing field was covered with sod. Its western section was graded, sown with a clover-like herb and subsequently rolled. There was apparently a drainage system consisting of some ditches which flowed into a pond in the southeastern section of the field. 2
No taxiways could be seen from the surrounding roads where the view was obstructed by buildings. The runway extended from east to west and had an estimated length of at least 2.5 km. and a width of 200 meters. The surface of the runway seemed to be level. When the runway was lighted or covered with rain, it seemed that a 4 m. wide concrete strip in the middle was divided into 2 strips by a dark longitudinal strip, probably covered

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with grass, which was 10 to 15 meters wide.³ At the western end of the runway, a section about 80 meters long where the aircraft presumably turned after landing, there was no grass center strip.⁴ At the eastern end of the runway was a small hill with a large searchlight on top which illuminated the entire runway at night.⁵ On both sides of the runway were lamps which radiated a sharp blue light on the runway. During night landings, all lights on the airfield were switched off except for the runway lights, the searchlight, and some red obstacle lights on the surrounding buildings.⁶

3. The airfield was illuminated by bar-shaped lights on wooden masts along the Louny-Chomutov road, inside of the airfield boundary. These lamps, which radiated their light upwards, were only occasionally in operation. No flight obstacles such as telephone or light poles were placed in the vicinity of the field. All cables seemed to be underground. In 1952, a cable was laid about 1 meter underground near the intersection of the Chomutov-Louny and Stanovice-Bitozeves roads.

4. A hangar, about 70 x 25 meters, was located at the northeastern end of the runway. It had a vaulted roof with camouflage paint and gray walls. Another hangar which was considerably larger was located south of the western end of the runway. This hangar seemed to be twice as large as the first one. Its roof was also vaulted. East of this hangar was a third hangar with a vaulted roof, which was also larger than the first one but slightly smaller than the second one.⁷ In addition to these 3 hangars an underground hangar was allegedly located under a slight elevation which could not be seen from the road.⁸ At about 0630 on a morning in May 1953, it was observed from the Chomutov-Louny road that about 200 jet aircraft were parked on about two thirds of the runway. The aircraft were painted reddish brown, apparently a protective coating of paint. Air activity was not intensified. On the evening of the same day, at about 2000, the aircraft were no longer seen on the runway.⁹

an underground dispersal area for aircraft existed at the field. The capacity of the military airfield near Zatec was allegedly declared "Stage I" (stage I). This designation was also valid only for one airfield in Slovakia with the same installations as at Zatec airfield.¹⁰

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5. Two large wooden barracks, at least 60 meters long, were located along the Louny-Chomutov road opposite the airfield. A large number of soldiers wearing blue air-force uniforms were repeatedly seen there. The two buildings had an estimated capacity of about 500 men. Trucks occupied by EM were seen leaving the former castle in Postoloprty (50 21 N/13 42 E), and proceeding toward the field. The castle was guarded by an air-force soldier. Additional buildings, presumably workshops, were located south of the Chomutov-Louny road in the northeastern section of the field. Since the doors of the buildings were located on the side facing the airfield, no detailed observations could be made. One of the buildings had a ramp where railroad cars and trucks were unloaded. Soldiers wearing coveralls and handling crates were repeatedly seen near the other workshops which presumably also housed storerooms. Four or 5 railroad tank cars were seen on a standard-gauge track which extended to the ramp.

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6. Three or 4 trucks mounting machine tools, presumably mobile workshops, were repeatedly seen at the eastern end of the runway near the aircraft parked there. Soldiers were seen working on these vehicles.¹¹ There was a small motor-vehicle repair shop for the vehicles at the field. Three concrete aprons near the repair shop served as parking place for the vehicles.
7. There were apparently 2 refueling points at the field. In 1953, 10 to 15 large fuel containers, each about 3 meters in diameter, were stored along the northern side of the runway. After some time, the containers disappeared and presumably were dug in on the field.
8. In July 1954, 4 buildings were under construction on the northern edge of the field. About 400 soldiers wearing khaki uniforms were employed at the construction site. They daily arrived by truck from Postoloprty, where they were quartered in a former hotel. The new buildings presumably housed the administrative offices which had previously been apparently quartered in 2 wooden barracks outside of the field.
9. An occupied guardhouse and a two-leaf gate guarded by 2 sentries wearing blue air-force uniforms and armed with submachine guns were at the main entrance to the field. Additional guardhouses were at the southwestern side and in the northeastern corner where no fence existed. An old building in the northwestern corner served as kennels and was occupied by about 20 dogs that accompanied the double sentries on the roads around the field. Four large earth bunkers which partially projected beyond the surface were located approximately in the middle of the northern edge of the field. The utilization of these bunkers was not known. ¹²
10. About 20 aircraft were regularly parked at the eastern end of the runway. Six to 8 prime movers were seen near the parked aircraft. These prime movers towed the aircraft in elements of two to the take-off point where they took off simultaneously. After the take-off by 2 aircraft, the next 2 planes were towed to the take-off point and also took off although the other aircraft were still aloft. The landings were also made in elements of two aircraft which touched ground one behind the other but at the same time. All of the aircraft were of the same type, apparently MiG-15s.

1. Comment. The reported location of Zatec airfield has previously been confirmed. For layout sketch of airfield, see Annex. 25X1
2. Comment. Additional drainage pipes flow into the Chomutovka River north of the field. 25X1
3. Comment. The reported length of the runway is correct, while the width is overrated. The taxiway parallel to the runway was probably confused with the runway. 25X1

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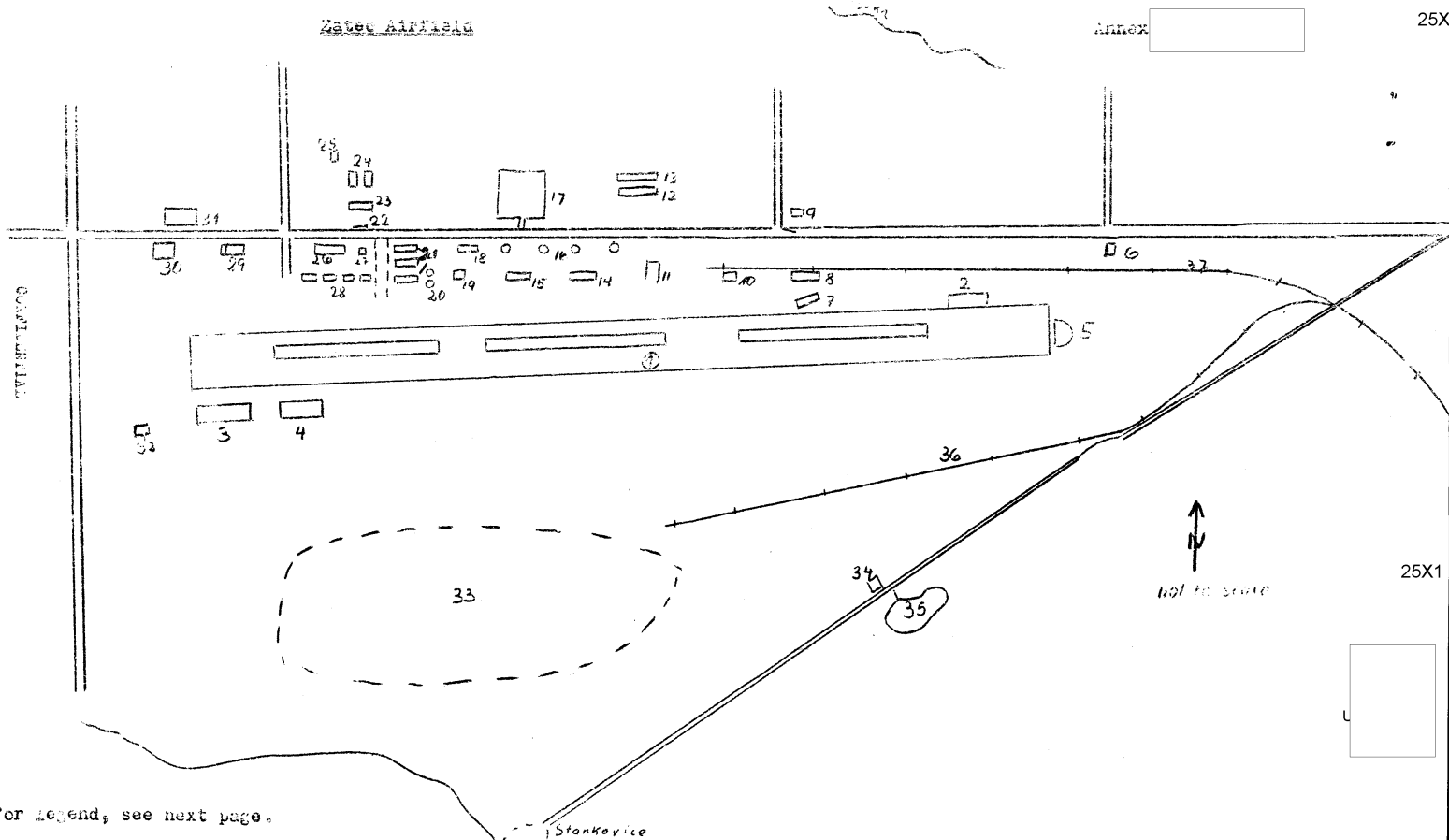
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4. Comment. The same concrete apron was also located at the eastern edge of the field. The two aprons are not located along the runway but along the northern taxiway which extends toward the runway. 25X1
5. Comment. The searchlight is presumably located slightly toward the side of the runway and is not in line with the runway. 25X1
6. Comment. These observations are believed to be correct.
7. Comment. According to other reports, the western hangars are located north of the runway and the eastern hangar south of the runway. 25X1
8. Comment. Similar installations have been described in unconfirmed statements. It is possible that the installations were confused with newly established revetments. 25X1
9. Comment. This observation cannot be explained. It is believed that 80 to 90 MiG-15s belonging to 2 or 3 fighter regiments were stationed at the field. 25X1
10. Comment. Similar unconfirmed observations were made at Kosice Barka (48 41 N/21 16 E) airfield. 25X1
11. Comment. This information has been received several times. 25X1
12. Comment. The statements on the buildings at Zatec airfield partially agree with previous reports. Most of the buildings have been reported several times.

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Annex

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Zatec AirfieldLegend.

- 1 Runway
- 2 to 4 Hangars
- 5 Searchlight
- 6 Brick guardhouse
- 7, 8, 10 Buildings presumably housing workshops and storerooms and 11
- 9 Waterworks
- 12 and 13 Two large wooden barracks occupied by EM
- 14 and 15 Two brick buildings, utilization unknown
- 16 Four large bunkers, partially underground
- 17 Parking place for military busses
- 18 Small motor vehicle repair shop
- 19 Brick building, utilization unknown
- 20 Two refueling points
- 21 Three concrete parking places for motor vehicles
- 22 Bus stop
- 23 and 24 Three wooden barracks, presumably housing administration of airfield
- 25 Small brick building, utilization unknown
- 26 Athletic field
- 27 Main guardhouse
- 28 Four buildings under construction
- 29 Storage place for coal and timber with old shed
- 30 Old installation, presumably motor vehicle weighing machine or unloading site
- 31 Old building with kennels
- 32 Brick building, guardhouse or weather station
- 33 Area allegedly with underground hangars
- 34 Guardhouse
- 35 Pond
- 36, 37 Spur track
- 38 Radio shack with antenna

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